

Full: Short Summary

17 July 1985

From:

Member, Senior Review Panel/ODCI

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Review of

SECRECY AND DEMOCRACY
THE CIA IN TRANSITION

By Admiral Stansfield Turner
In Collaboration with George Thibault

The reader of Admiral Turner's book will find it follows closely to the pattern of three seminal works: Its balance and objectivity will recall that historical milestone, "An Unbiased History of the War of Northern Aggression, as Reflected from the Southern Point of View;" its pioneering of new insights into the ancient art of espionage measures up to the revelations of Mr. Robert Benchley in his fascinating "With Rod and Gun Through the Alimentary Canal;" for sheer suspense, "Secrecy and Democracy" rivals "Rumor and Royalty," subtitled "The Final Voyage of the Mary Rose," by Standish of Fields.

There is an old saying you can't judge a book by its cover, but if the dust jacket is printed in three colors, red, white and blue, the sophisticated reader will start raising his alert status immediately. The reader of "Secrecy and Democracy" is faced with a number of possibilities. First, the book could be CIA disinformation cleverly designed to fool the Russians. Second, the book could be the normal self-serving rationalization

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of the author's stewardship "as told to" by a departing political officeholder. Or third, (this may really shock you) it could be that Admiral Turner has reversed the standard Marxist convention of dissecting an historical incident to illuminate a current event and has, in fact, used his recent experiences to explain an historical event, in this instance the sinking of HMS Mary Rose.

So closely do the events of "Secrecy and Democracy" parallel the circumstances leading up to the tragic voyage of the Mary Rose that I have reluctantly but inescapably reached the conclusion that it will be easier for the professional intelligence officer to follow "Rumor and Royalty" than "Secrecy and Democracy," and that an explanation of the former will more than compensate for any shortcomings in the latter.

"Rumor and Royalty," of course, has long been out of print. (It was rumored that royalty suppressed its publication.) In view of this fact, I shall endeavor to provide a code which relates the historical personages discussed by Standish of Fields in "Rumor and Royalty" with their modern counterparts depicted by Stansfield Turner. Then I will encapsulate the material in "Rumor and Royalty" in clear and concise form and, as a result, those fortunate enough to read this review will have a far better understanding of "Secrecy and Democracy" than those who attempt to comprehend Admiral Turner's ideas wrapped in George Thibault's prose (or vice versa as the case may be).

First, the parallel casts of characters both historical and current:

<u>Historical</u>	<u>Current</u>
Standish of Fields	Stansfield Turner, Director of Central Intelligen, Admiral, US Navy, Rhodes Scholar, Television Personality
First Sea Lord	Elmo Zumwalt, CNO, and Admiral, US Navy
Keeper of the Privy Seal	Robert S. McNamara, Secretary of Defense, Developer of the Edsel, President of the World Bank
Port Captain of the Outer Hebrides	Adm. Dan Murphy
Anne Boleyn's Brother	Mr. Theodore Sorenson, Speech Writer, First Nominee to be DCI by (see below)

Henry VIII	Jimmy (aka James) Carter
Sir Francis Drake	William Casey, Director, CIA, Writer, Lawyer, Former Member, OSS
Elizabeth I, The Virgin Queen	Ronald Reagan, President of the United States
French Navy	Mullahs and Students of Iran
Louis of France	Ayatollah Khomeini
Company of Royal Ship Designers	CIA
Royal Marines	Espionage Branch of CIA
Royal Shipwrights	Analysis Branch of CIA
HMS Mary Rose	Committee to Reelect Jimmy Carter

"Rumor and Royalty" is the book Standish of Fields wrote after the regrettable last voyage of the good ship Mary Rose. In it, Standish seeks to set forth a rationalization for his rapid

rise and to explain the injustice of his subsequent fall from grace.

Young Standish's rise from humble beginnings was remarkable. His father, Nathaniel Turner, came from an old but impoverished Norman family that sold masts and spars to the Royal Navy. He "turned" the masts and spars on a lathe and hence the name Turner. Through his contacts with the Royal Navy, Nathaniel was able to enroll his son in the navy as a midshipman and send him to a private school called Amherst. Subsequently, young Standish transferred to a naval trade school on the Severn River before completing his education at Oxford.

Stan was bright, energetic and ambitious. He soon came to the attention of the First Sea Lord. The First Sea Lord was trying to move the Royal Navy into the fifteenth century and the era of sail, and was having a lot of trouble with the old salts who favored galleys.

Young Stan joined the personal household of the First Sea Lord and was occasionally sent overseas to represent England at naval reviews when England and her allies attempted to overawe Louis of France. Once, he even commanded a frigate for a short time, but fate and temperament denied him an opportunity to win glory in battle.

Stan was appointed by Henry VIII to head the Company of Royal Ship Designers. His appointment was interesting. It was rumored at the time that he was selected because he and Henry VIII had been midshipmen together at the trade school on the Severn.

Supporters of Henry denied this, saying that obviously they did not travel in the same circles. Most legitimate historians believe that Henry had intended to appoint Anne Boleyn's brother, but he knew nothing about ships, was known to speak French fluently, and had at one time or another alienated most of the members of the Privy Council, the Parliament, and the Naval Service.

Hence Standish was a compromise candidate. He demurred when King Henry broached the subject. Said he would rather be First Sea Lord. Henry was in no mood to compromise, but he did let Standish wear his uniform with bell bottom trousers and did not completely rule out the prospect of his becoming First Sea Lord at a later date.

The cryptic message Standish sent to his wife after this emotionally charged meeting with the king was quite touching. Because he was sworn to secrecy, he and his wife had to use a

code. The message read: Though I sought to climb the highest tree (viz., First Sea Lord) I am to be entangled in a bramble bush (viz., the Royal Company of Ship Designers). His wife, of course, understood he would be playing in the bush leagues from then on.

Young Standish had studied the leadership style of the Keeper of the Privy Seal and the First Sea Lord carefully and adopted them as his own. On arriving for duty at the Company, he found a rival from schoolboy days in a senior position. He arranged a fine assignment for this brash fellow as port captain of the harbor of an obscure island in the Outer Hebrides.

Before his meteoric rise to head the Royal Company of Ship Designers, Standish had been made Head Master of the Royal Academy for Admirals. There he found shocking conditions which he set about immediately to rectify. He reinstituted compulsory knot tying, required all to demonstrate the ability to row small boats, and how to pipe senior officers aboard. Although the students complained they wanted to study how best to defeat the French fleet, Standish was pleased with the level of activity he generated.

In his book, "Rumor and Royalty," Standish of Fields recounts many of the problems he faced in taking charge of the

Royal Company of Ship Designers. The shipwrights insinuated he couldn't tell a 600-guinea hammer from a hole in the ground. Then, there were the Royal Marines. They were an elite group, and he felt they were secretive about the way they conducted their affairs. The Marines suggested that, inasmuch as he knew very little about landing operations or ship boardings at sea, he stay out of their business. He decided that there really were too many of them and got up a list of 820 which he proposed to demobilize, but later he concluded that he really had only fired 17 and all the others had jumped before they were pushed.

He impressed the Lord Keeper of the Privy Seal with his idea that a ship's weight could be reduced considerably by reducing the amount of lead on the keel, thus reducing the draft and allowing the ship to sail faster. The tendency of the ship to roll, he theorized, could be counteracted by having the crew move to windward as the ship rolled. Tests with a two-man skiff on the Thames River confirmed his theory.

He had other ideas which pleased the First Sea Lord and the Lord Keeper of the Privy Seal. He doubled the number of arrows in each quiver and cut the number of archers by half. He issued two quills to each clerk on the staff and cut the size of the parchment drawings by two-thirds.

When the identity of a few ship designers surfaced in connection with fairly strong evidence that they were collaborating with the French or some other foreign power, Stan did not succumb to the routine reaction of an official charged with keeping the royal secrets. Instead, he spent many soul-searching hours studying each case, ensuring that the rights of the individual were protected. He was, however, tough on those designers who wrote critically about the Company in the penny press. This later was to annoy him greatly when he tried to publish "Rumor and Royalty."

The King was anxious to launch the Mary Rose, on which he counted to restore his fortunes. Standish was a whirlwind of activity, intervening again and again in the very nick of time to avert difficulties, to overcome insuperable problems created by the incompetence or sheer orneriness of others.

On the afternoon tide on the 19th of July in the Year of Our Lord 1545, with the crew resplendent in new blue uniforms, the Marine detachment reduced, but decked out in flamboyant red, the dock gang cast off the bowlines, the stern lines, and warped the Mary Rose out into the channel. The blue jackets in the rigging broke out the royals, the gallants, and the top gallants. A gentle breeze wafted from shore as the great ship turned its bow downstream, and the sails filled with the warm afternoon air on that glorious July day.

His Majesty's ship, the Mary Rose, rolled to starboard. The crew was hip hippping King Henry who was observing from Southsea Castle. The Mary Rose failed to counterbalance, rolled over 180 degrees, and went down with all hands in full view of the King and everybody. Only the Royal Marines survived.

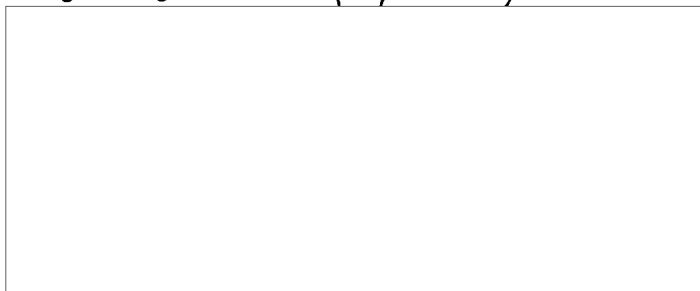
A modern reader can hardly appreciate the ill feeling generated by the short voyage of the Mary Rose. Recriminations were flying in all directions, speeches were made, pamphlets were published, royal investigations were commissioned, and much confusion created. Eventually, of course, the Royal Company of Ship Designers went back to work and built the ships which under Sir Francis Drake and Elizabeth the First defeated the Spanish Armada. The Lord Keeper of the Privy Seal retired to his estates and never, ever had second thoughts. The First Sea Lord retired from the Navy and stood for Parliament, but the borough was rotten, and he got eliminated in the primaries. The Navy restored bell bottoms under the new Sea Lord and put the lead back in its keels.

Standish of Fields retired to a small establishment near the capital. He appeared at assizes up and down the country to give talks to those assembled. On these occasions, he explained the reason the Mary Rose made like a submersible was that the Royal

Marines did not know port from starboard. He had few good words for the Royal Company of Ship Designers, but he lost no opportunity to disparage Drake and Elizabeth. The penny press thought him a pundit.

Intelligence professionals can learn from this a lesson impressed on mariners centuries ago.

Never toss the garbage to windward.



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